

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 2nd January, 1902.

To-day's
Advertisements.

THEATRE ROYAL.

THIS EVENING,
(TUESDAY),
8th JANUARY, 1901.GRAND GLOVE
CONTEST,OF
TWENTY ROUNDS
under
TWO MINUTES EACH.

MARQUIS OF QUEENSBERRY RULES,

will take place between

JOE RILEY, OF U.S.A.,

CHAMPION OF HONGKONG,

AND

ROGER MUSTOE

OF

H.M.S. "BARFLEUR,"

HEAVY-WEIGHT CHAMPION

OF THE

ARMY AND NAVY,

FOR THE

CHAMPIONSHIP

OF THE

FAR EAST

AND A

PURSE OF \$500.

Under the Distinguished Patronage of

H.E. Major-General GASCOIGNE, C.M.G.,

Commanding the Troops in China.

Rear-Admiral A. T. BRUCE, R.N.

Commodore POWELL, C.B., R.N., and Officers

of the Navy and Garrison.

Under the Management of Mr. J. H. DOWNS.

There will also be Four Preliminary Fights

of Four Rounds each, for details of which see

Hand Bills.

By kind Permission of the Officers of H.M.S.

Barfleur, the Band of that ship will be in

attendance.

Doors Open at 9 P.M.

Hongkong, 8th January, 1901. [15c]

SHEWAN, TOMES & CO'S

"NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"DEVONSHIRE,"

Captain Coull, will be despatched for the above

Port, on FRIDAY, the 11th instant.

For Freight, apply to

SHEWAN, TOMES & Co.

Agents.

Hongkong, 8th January, 1901. [1307b]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR NAGASAKI, KOBE & YOKOHAMA.

THE Company's Steamship

"REVENUE,"

will be despatched as above on FRIDAY,

the 11th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 8th January, 1901. [22c]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR CEBU AND ILOILO.

THE Company's Steamship

"KAIFONG,"

Captain Pennafer, will be despatched as above

on SATURDAY, the 12th instant.

The attention of Passengers is directed to

the Superior Accommodation offered by this

two screw Steamer.

A duly qualified Surgeon is carried and the

Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 8th January, 1901. [40c]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Company's Steamship

"KUMSANG,"

having arrived from the above Ports, Consignees

of Cargo by her are hereby informed that their

Goods will be delivered from alongside.

Cargo impeding the discharge or remaining

on board after NOON, the 11th instant, will be

Intimation.

A. S. WATSON & Co.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

	Per Case	Per Bottle
ST. ESTEPHE, Red Capsule...	\$ 6.50	\$ 7.50
C ST. JULIEN, Red Capsule...	9.00	9.60
D LA ROSE, Red Capsule...	12.96	13.92
CHATEAU HAUT BRION LAR-		
RIVET	18.60	19.20
CHATEAU MOUTAN D'ARMAIL-		
HACQ	21.00	22.20
CHATEAU PONTET CARNET...	25.00	—
CHATEAU LA TOUR CARNET...	30.00	—
CHATEAU RAUZAN...	42.00	—
CHATEAU LAFITE...	48.00	—

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape, and are not artificially made as is generally the case with cheap Wines.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN and CHATEAU LAFITE are recommended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED.

BIRTHS.

On the 30th December, at Rushmore, Chelso, the wife of Mr. A. ERNEST GREENING, English Baptist Mission, Shanghai, of a daughter.

On the 31st December, at Shanghai, the wife of T. E. DUNN, of a daughter.

On the 1st December, at her residence, 1, West End Lane, Shanghai, the wife of FRANK GRAY, of a daughter.

At Nanyang College, Siewai Road, Shanghai, on New Year's Day, the wife of JOHN C. FERGUSON, of a son.

On the 1st January, at 8, Quinsan Road, Shanghai, the wife of C. W. DE BERIGNY, J. M. Customs, of a daughter.

At Shanghai, on the 2nd January, the wife of PAUL O'BRIEN TWIGG, of a daughter.

DEATHS.

On the 20th November, at Melbourne, Australia, of insomniac, THOMAS, the dearly beloved husband of Elizabeth A. Blamey, late of Singapore and Penang, Mine Manager, aged 58 years.

On the 24th November, at Mainz (Germany), RICHARD GRAY, late of Wuchang.

At Cantonment, Singapore, on the 31st December, THOMAS D'CRUZ, late Senior Boarding Officer, Aged 60.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

On the 3rd January, at the General Hospital, Shanghai, WILLIAM RUMBOLD, aged 36 years.

can best bring about by an unqualified acceptance of the demands of the Powers.

We trust that the representatives of the allied nations will take no notice of these equivocations, but will insist upon their demands being complied with to the uttermost letter. There can be no discussion with China, or should not be, for by this time the Powers should have learned that discussion only spells delay and vexation. Unless the Powers stand firm, the Chinese will manage to wriggle out of their obligations in some way or other, and the whole ground will have to be gone over again.

Highway Robbery.

Two highway robberies within a month, resulting in the loss of about a thousand dollars and the murder of a man, are decidedly unpleasant occurrences, particularly as, in both instances, the culprits have so far escaped with their booty. Both robberies seem to have been similar in character, and lead one to the supposition that they are the work of the same gang. It is also evident that the perpetrators of both outrages must have gone to considerable trouble in planning their coups, and must have been in possession of accurate information as to the time at which money was to be despatched and how, and by whom, it was carried.

It is not surprising that we have such occurrences in the Colony at the present time, for the whole of the Two Kwangs is but a hotbed of pirates, robbers and brigands, and it is hardly to be expected that these undesirable characters will refrain from making a bid for fortune now and again within British jurisdiction. This being the case, it is evidently necessary that increased vigilance be exercised by the Police, and that the public take all reasonable precautions to guard against loss when moving large sums of money. It is hardly likely that the highwaymen will attempt another coup just at present; they will require time to divide the spoil and to arrange another robbery. We would, therefore, warn all those who are in the habit of carrying money to the outlying districts not to be lulled into a false sense of security. So long as robberies are rife around Canton, so long may we expect them to be attempted here.

At the same time we trust that the Police will spare no efforts to bring the offenders to justice. To have a gang of highwaymen at large in the Colony is anything but pleasant, and does away at once with that comfortable sense of security which is invariably the accompaniment of British rule.

Army Reform.

LORD ROBERTS has now taken up his post as chief at the War Office, and we may really hope for some reform in the army, before the enthusiasm of the country in that connection has evaporated. Evidently the changes will have to begin with the officers, who, at present, seem to regard their profession, as soon as they are fairly past their examinations, as existing expressly for the purpose of giving them a good time. We should like to know, for instance, how much work the lower ranks of commissioned officers put in during an average day? Would an ordinary business man, or man of any other profession be considered efficient or reliable if he worked about the same time per day?

It has been suggested that officers should be men promoted from the ranks, as a rule, not the exception, and there appears to be nothing absurd to us in the proposal, at all events for the lower commissions. It has been stated, as an objection to this, that the men would not respect their officer in that case, as they would if he were a gentleman by birth. Are they likely to have more confidence in a man who, as likely as not, does not thoroughly know his own trade, who spends three-quarters or seven-eighths of his time at play, who is hardly ever refused long periods of "leave" or in a man who has been through the mill like themselves?

We think it likely enough that this change will be effected, unless officers are willing to do away with their luxurious messes, servants for one occasion and another, keeping polo ponies by the dozen, and generally making for many really capable men with more brains than money. We imagine that Lord ROBERTS will at any rate curtail some of these abuses.

REUTER'S TELEGRAMS.

THE NEWFOUNDLAND
AGREEMENT.

LONDON, January 6th.

The statement of the *Daily Chronicle* regarding an agreement between France and Great Britain re Newfoundland and Gambia is not true.

AUSTRALIA AND SOUTH AFRICA.

Thousands are volunteering in Australia and New Zealand for service in South Africa.

THE INVASION OF CAPE COLONY.

INVADERS WELL MOUNTED.
CAPE DUTCH JOINING THE
INVADERS.IMPORTANT ANNOUNCEMENT
EXPECTED.

The City guard forming at Capetown releases 4,000 regulars. The first draft of mounted Volunteers has left Capetown for Piquetberg Road to guard the Northward approaches to Capetown. But little is heard of the movements of the invaders, as the censorship is very strict. It is only known that they are lightly equipped and well mounted, with a number of pack horses and no guns. Numbers of the Cape Dutch are moving surreptitiously northward to join the Western invaders.

A Cabinet Council has been summoned at Capetown, and an important announcement is expected.

TELEGRAPHIC COMMUNICATION
WITH THE NORTH.

Mr. F. von der Herten, manager of the East Telegraph Coys, informs us that, owing to the interruption of the Foochow-Shanghai cable, there will be considerable delay on Telegrams to and from North China and Japan.

WEATHER REPORT.

The Observatory report says:—On the 8th at 11.55 a.m. barometric changes are slight. Pressure remains high over N. China with slight to moderate gradients and fresh monsoon on the coast, and in the N. part of the China Sea. Forecast:—Fresh or moderate N.E. winds; some drizzling rain.

LOCAL AND GENERAL.

H.M.S. *Brisk* arrived from Manila to-day.

THE German cruiser *Kaiserin Augusta* sailed this morning for Amoy.

THE English mail of the 3th December was delivered in London on the 5th inst.

A SHARP earthquake shock is reported to have occurred at Yokohama on Christmas Day, about 2 p.m.

THE King of Siam has issued a decree prohibiting the exportation of arms from his kingdom to China or Hongkong.

THE Dallas Comedy Co. opened at Singapore on the 1st inst. and may be expected to arrive in Hongkong a few weeks hence.

It is reported that Mr. Berkhuyzen will take over the business of Messrs. W. Mansfield & Co., in Penang, early next year.

SIR Noel Walker, who has now held the post of Colonial Secretary in Ceylon for the last thirteen years, has sent in his papers of retirement.

We have received a very neat little date book from the State Fire Insurance Co., Ltd., of Liverpool, which makes a most welcome adjunct to the office table.

On the 29th ulto, two cases and three deaths from cholera were reported in Singapore, and on the 30th three cases and two deaths. The totals to date were 236 cases and 209 deaths.

M. LOCKROY a prominent French politician, has complained of the inadequacy of the French naval programme, saying that France possessed "a political and electoral, but not a national, fleet."

H. SMITH, book-keeper to Messrs. Hartwig & Co., of Singapore, has been committed for trial on a charge of misappropriation of property. Bail in \$2,000 was allowed by Mr. Sarwar, the presiding magistrate.

We would remind our readers of the Boxing Contest at the City Hall this evening. So far, nearly every man we have run across has stated his intention of attending, so it will be as well to turn up early in order to avoid the crush.

HER Majesty the Queen has been very successful at the National Show of the Birmingham Dog Show Society, which is being held in Birmingham. Her Majesty has won three challenge cups, three special prizes, five first prizes, and one second prize.

H.M.S. *Bonaventure* left Shanghai for Shanghai on the 3rd instant and H.M.S. *Wal-laroo* left at the same time for Nagasaki, where she was to go into dock. H.M.S. *Astraea* arrived at Woosung on the 2nd instant and proceeded up the river next day.

A JAPAN paper says:—A strange story comes from Tainanfu, Formosa, to the effect that a part of the Garrison stationed there has revolted. "The men attacked the officers, wounding one officer seriously. Bad feeling has existed between the men and the officers for some time past."

THERE was a parade of the British troops at Shanghai before Major General Creagh, V.C., the following units taking part: 1st Dr. Maxim Section R.A., 3rd Q.O. Bombay Lt. Cavalry, Madras Sappers, and 2nd Q.O. Rajput L.I.; 14th Sikhs, 3rd Baluchis, 1st Bn. 14th Ghorka Rifles and the Shanghai Volunteer Corps.

THE members of the Shanghai Race Club held a meeting on Monday last to discuss the prospects of procuring either China ponies or Australian horses for the forthcoming Spring Meeting. The result was a decision that horses should take the place of the subscription griffins. A certain number of China pony griffins are expected to arrive, and there will of course be races for these.

AT a scratch football match yesterday afternoon at the Happy Valley between the H.K. F.C. and a team from the R.A. from which the Club emerged victorious by two goals to one. Kew, the clever half back, was unfortunately enough to sustain a fractured ankle. He was conveyed to the Naval Hospital to be attended to, and from there was sent home. It is to be hoped that his injury will soon be righted.

CONSUL-General Dr. Knapp, on Saturday week introduced the new German Consul at Nanking, Herr von Oertzen, to the Viceroy, Liu Kun-yi, and at the same time presented the official Chinese text of the note containing the peace conditions to His Excellency. Consul-General Warren, who also went to Nanking, was received by the Viceroy on Monday week, his intention also being to present the Chinese text of the note.—N. C. D. News.

NOW that a mechanical penny-in-the-slot boot-black has been invented, there is some hope that a lady may have her shoes cleaned out of doors without attracting attention to herself, says the *Lady's Pictorial*. If the plan succeeds, the automatic bootblack should become a fixture, like the bath, in every house. This would help somewhat to lighten the duties of domestic, and anything that can reasonably be done to this end ought to be warmly welcomed. The "dumb waiter," which is indispensable in every American house, ought long ago to have been established here.

THE *Nagasaki Press* of the 1st inst. says:—We learn that another Japanese paper will shortly appear at this port, under the title of the *Mainichi Shinbun*. The new paper will be pro-foreign in tendency and will aim at bringing foreigners and Japanese in closer touch with each other. A paper with this worthy object in view deservedly merits success, which our new contemporary will undoubtedly achieve, in spite of the existence of three other vernacular journals.

THE highway robbery which we reported last night as having occurred on Saturday, has very much in common with the other robbery which took place lately on the New Road to Shatin. When reporting that case, we suggested that people carrying large sums of money for the purpose of paying coolies at work at a certain place, should carry revolvers, as persons interested can soon obtain information as to the movements of people who are in the habit of constantly visiting a place on pay-day.

So long as Jack ashore can get a bicycle he doesn't seem to trouble much as to the class or description of the machine. Anything with wheels and a saddle suits him. The other day we noticed a gallant far trying to mount a lady's machine. The absence of a rear step seemed to somewhat disconcert him, however, and, like the White Knight, he no sooner got up on one side than he fell off on the other. After several futile attempts to get under way, he was carefully placed in the saddle by a couple of admiring friends and proceeded on a wobbling course down Queen's Road. Whether or no he ever managed to dismount again we do not know.

A Peking telegram to the *O. Lloyd*, of 31st ulto, says:—A preliminary treaty of peace between the Allied Powers and China has been signed. The murderer of Baron Ketteler, who was arrested some weeks ago and delivered for trial to the military authorities, was beheaded to-day on the same spot where he fired the fatal shot. The Railway between Peking and Yangtsun has been handed over to the Germans. All the other railways in the province of Chihli are in the hands of the Russians. The rumors that other arrangements have been made are not confirmed. Nothing is known here as to the future of Manchuria, as it is not mentioned in the note which was presented to the Peace Commissioners.

We required a Map of the New Territory, and therefore sent to the Public Works Dept. for the same, enclosing \$5, the price of the said map, which has printed on it "Map of Hongkong and territory leased to Great Britain," etc. We gave the title, but the P.W.D. wrote back to ask if we wanted that one, the price of which would be \$5, or Hongkong, price \$50. They also said they were not a collecting office, but would forward us a form authorising the Treasury Office to accept the \$5. We wrote to the P.W.D. for the form on Saturday about 11 a.m., got it about 3 p.m. on Monday, sent to the Treasury who received the \$5, and sent back the receipted form about 5 p.m.; Government Offices close at 4 p.m., so sent form on Tuesday morning to P.W.D., who obligingly sent the map. We are afraid now, that the map will be out of date.

THE *Kokumin Shinbun* in the course of an article on the fifteenth session of the Imperial Diet says:—Then again the session is opened when we have serious and difficult questions of diplomacy pending about the North China affairs. Fortunately the position of our country in the eyes of nations has recently been greatly elevated and we are now considered by many of them as their equal indeed. Keen attention will therefore be directed to the workings of our Government. The Diet is a direct reflector of the national character. We hope the members of the Diet will so conduct their business as to do credit to our nation. The duty devolves upon us to demonstrate that we can utilize the representative system of Government to our benefit, and thus show the world that the benefits

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 11th Jan., at Daylight.
KASUGA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 18th Jan., at Noon.
KAWACHI MARU	KOBE and YOKOHAMA	FRIDAY, 18th Jan., at Daylight.
IZUMI MARU	SHANGHAI, KOBE and YOKOHAMA	SATURDAY, 19th Jan., at 4 P.M.
WAKASA MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 25th Jan., at Daylight.
YAWATA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	FRIDAY, 25th Jan., at 4 P.M.
HIROSHIMA MARU	MOJI, KOBE and YOKOHAMA	WEDNESDAY, 30th Jan., at Noon.
BINGO MARU	KOBE and YOKOHAMA	MONDAY, 18th Feb., at Daylight.

* Taking Cargo and Passengers for CANADA and UNITED STATES, transhipping at KOBE, per S.S. "KINSHU MARU," sailing thence on the 1st February, 1901.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 4th January, 1901.

HAMBURG-AMERIKA LINE.

(Freight Service).

NORDEUTSCHER LLOYD.

(Freight Service).

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NORDEUTSCHER LLOYD	MARSEILLES, HAVRE & HAMBURG (LONDON with transshipment in HAMBURG)	12th January, Freight.
SAMBIA	HAVRE and HAMBURG	22nd January, Freight.
SCHMIDT	(LONDON with transshipment in HAMBURG)	January, Freight.
SILESIA	HAVRE and HAMBURG	9th February, Freight and Passage.
Bahle	(LONDON with transshipment in HAMBURG)	February, Freight and Passage.
SIBIRIA	HAVRE and HAMBURG	About 18th February, Freight and Passage.
Braun	(LONDON with transshipment in HAMBURG)	February, Freight.
PREIBURG	HAVRE and HAMBURG	About 25th February, Freight.
Prosch	(LONDON with transshipment in HAMBURG)	February, Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars, as to Freight, Passage, &c., apply to CARLÖWITZ & Co., Agents.

HAMBURG-AMERIKA LINE, NORDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 12th Jan., 1901, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 7th Feb., 1901, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 2nd Mar., 1901, at Noon.

THE Twin Screw Steamship

"NIPPON MARU."

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 12th January, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES to the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

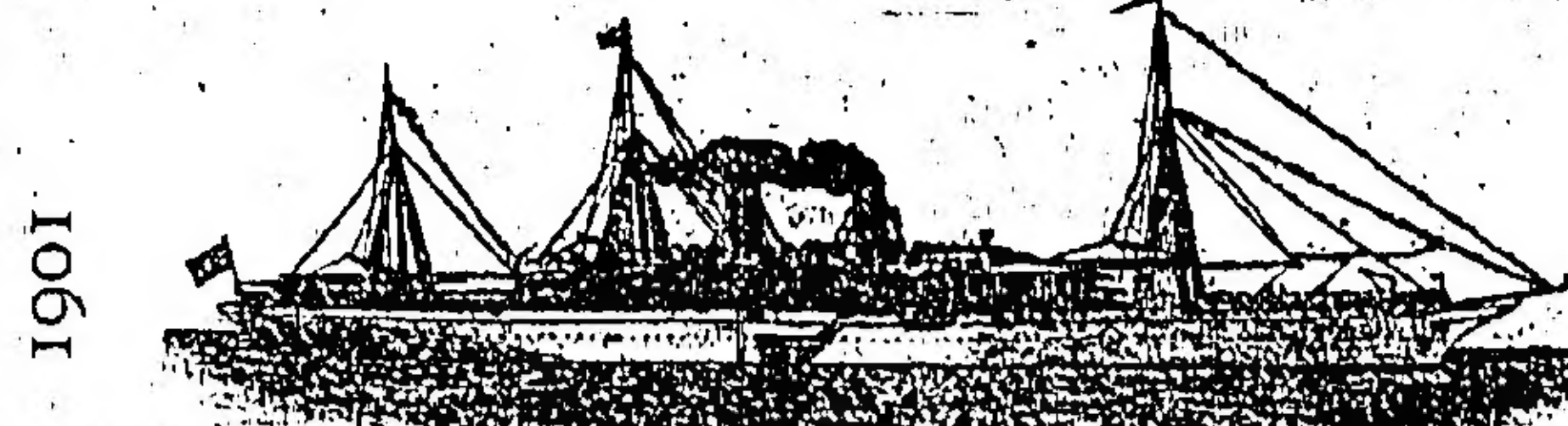
For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 18th December, 1900.

Mails.

CANADIAN PACIFIC RAILWAY COY'S. ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 12 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 16th January.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 15th February.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 13th March.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Princes Street.

Hongkong, 19th December, 1900.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS).

THE Steamship

"CHUSAN."

Captain C. L. Daniel, carrying Her Majesty's Mails, will be despatched from Hongkong for BOMBAY, on SATURDAY, the 19th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, India and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 8th January, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)

Tuesday, 19th January, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)

Saturday, 23rd Feb., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)

Tuesday, 19th March, at Noon.

THE Company's Steamship

"COPTIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 19th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES to the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 7th January, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Goodwin	4,421	A. Jackson	Jan. 18
Olympia	2,837	J. Truebridge	Feb. 1
Tacoma	2,811	A. Dixon	Mar. 1

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table. DOCTOR AND STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night.

Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to DODWELL & Co., LIMITED, General Agents.

Hongkong, 2nd January, 1901.

OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD AND NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO.

INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

Taking Cargo to JAPAN PORTS, THE UNITED STATES AND CANADA.

THE Steamship

"ADATO," 2,145 tons. Captain J. McIntyre.

This Steamship will be despatched on TUESDAY, the 15th January, for PORTLAND (OR.) via MOJI, KOBE and YOKOHAMA.

Through Bills of Lading issued to any Point in the United States and Canada.

Cargo will be received on board until 5 P.M., the day previous to sailing. Parcel Packages will be accepted at the Office of the Under-signed until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).

For further information as to Freight rates, &c., apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 17th December, 1900.

SAILING VESSEL.

FOR NEW YORK.

THE 3½ L. H. British Bark,

"R. MORROW,"

Captain Douglas, having arrived, is now loading here for the above Port and will have quick despatch.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 17th December, 1900.

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY.

FOR.	STEAMERS.	CAPTAINS.	TO SAIL.
LONDON	DARDANUS	Stevens	9th Jan., at Noon.
"	RHIFEUUS	Day	22nd January.
"	ALCINOUS		5th February.
LIVERPOOL	ACHILLES	Brown	About 18th January.
(Taking Cargo at LONDON RATES)			
LIVERPOOL			(Taking Cargo at LONDON RATES)

For Freight, apply to

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Ports, TO-MORROW, the 9th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 8th January, 1901.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the above Ports, TO-MORROW, the 9th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 3rd January, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain Weigall, will be despatched as above TO-MORROW, the 9th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 3rd January, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"VUENSANG,"

Captain P. H. Rolfe, will be despatched as above on FRIDAY, the 11th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 7th January, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU,"

Captain K. Hasegawa, will be despatched for the above Ports, on SUNDAY, the 13th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 7th January, 1901.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"HAMBURG,"

of the HAMBURG-AMERIKA LINE.

Captain Krich, due here with the outward German Mail about the 11th instant, will leave for the above Places about 24 hours after arrival.

NORDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 7th January, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU,"

Captain K. Suzuki, will be despatched for the above Port, on WEDNESDAY, the 16th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 3rd January, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE,"

Captain McArthur, will be despatched as above on THURSDAY, the 11th instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

Intimations

100

The Share Market.

LATEST QUOTATIONS.
(January 8th).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corp., Ltd.	\$125	350 % premium
The Bank of China & Japan, Limited.	£ 5	Nominal
The Bank of China & Japan, Limited.	£ 4	61
The Bank of China & Japan, Limited.	£ 1	55 buyers
National Bank of China, Ltd.	£ 8	27 buyers
Do. Founders.	£ 1	20
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	245 buyers
China Traders' Ins. Co., Ltd.	\$ 25	351 buyers
North China Ins. Co., Ltd.	£ 25	172½ sellers
Yangtze Ins. Assoc. Ltd.	£ 60	3110 buyers
Canton Ins. Office, Ltd.	\$ 50	310 buyers
Straits Ins. Co., Ltd.	\$ 20	31
Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	397½ buyers
China Fire Ins. Co., Ltd.	\$ 20	38½ buyers
Shipping.		
Hongkong, Canton, & Macao Steamship Co., Limited.	\$ 15	333 sales
Indo-China Steam Navigation Co., Ltd.	£ 10	510 sales
China & Manila S.S. Co., Ltd.	\$ 20	530 sales
Douglas Steamship Co., Ltd.	\$ 50	347 sellers
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	112 buyers
China Mutual S. N. Co., Ltd. (Ord.)	£ 10	112 buyers
China Mutual S. N. Co., Ltd. (Ord.)	£ 10	112 buyers
Star Ferry Co., Ltd.	\$ 24	543
"Shell" Transport & Trading Co., Ltd.	£ 1	34.40
Refineries.		
China Sugar Refining Co., Ltd.	\$100	317
Luzon Sugar Refining Co., Ltd.	\$100	339 buyers
Mining.		
Punjom Mining Co., Ltd.	\$ 8	344 buyers
Punjom Mining Preference Shares	\$ 1	51 sales and buyers
Société Française des Charbonnages du Tonkin	Fcs. 250	3350 sellers
Queen Mines, Ltd.	25 cts.	3 cents
Jebeu Mining and Trading Co., Ltd.	\$ 5	36 sales
Raub Altan Gold Mining Co., Ltd.	175. 100.	347 sellers
Oliver Freehold Mines, Ltd. A.	\$ 5	32
Oliver Freehold Mines, Ltd. B.	\$ 5	34
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 5	5 cents
Do. (Preference)	\$ 1	30 cents
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ltd.	\$125	587½ sales & sellers
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50	500
Wanchai Warehouse & Storage Co., Ltd.	\$ 37½	364
New Amoy Dock Co., Ltd.	\$ 6½	211 sales
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	10	10
Hongkong Land Investment & Agency Co., Ltd.	\$100	199 sales
Kowloon Land and Building Co., Ltd.	\$ 30	328 buyers
West Point Building Co., Ltd.	\$ 50	350 buyers
H'kong Hotel Co., Ltd.	\$ 50	312 sellers
Oriental Hotel Co., Ltd.	\$ 50	384
Humphrey's Estate & Finance Co., Ltd.	\$ 10	311.75 sellers
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$100	220 sellers
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 50
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 50
Lau-kung-mow Cotton Spinning Co., Ltd.	Tls. 100	Tls. 70 buyers
Wenwing Co., Ltd.	Tls. 100	Tls. 325
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 325
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 50
Cigar Companies.		
Alhambra, Limited.	\$500	200 % premium
La Comercial, Ltd.	\$500	100 % premium
Hensiana Limited.	\$100	5 % p.m. sales
La Favorita	\$500	40 % premium
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	39½ sales
China-Borneo Co., Ltd.	\$ 15	333
A. S. Watson & Co., Limited.	\$ 10	314 sellers
Watkins, Limited.	\$ 10	312
Hongkong Electric Co., Limited.	\$ 10	312 buyers
Hongkong Electric Co., Limited.	\$ 5	362 sales
Hongkong and China Gas Co., Ltd.	£ 10	518
Hongkong Rope Manufacturing Co., Ltd.	\$ 30	5170 sellers
Geo. Fenwick & Co., Ltd.	\$ 25	555 sales and buyers
H'kong Ice Co., Ltd.	\$ 25	5170 sellers
H'kong High Level Tramways Co., Ltd.	\$ 500	190 sales
Dairy Farm Co., Ltd.	\$ 5	67 buyers
Bakery Co., Ltd.	\$ 50	350 buyers
Campbell, Moore and Co., Ltd.	\$ 10	320
Bell's Asbestos Estimation Agency, Ltd.	£ 1	314 buyers
United Asbestos Oriental Agency, Ltd.	\$ 4	38
Carmichael & Co., Ltd.	\$ 5	38
Tobacco Planting Co., Ltd.	\$ 5	38
Universal Trading Co., Ltd.	\$ 5	38

VISITORS AT THE HONGKONG HOTEL.

Ackerman, Mr. C.	Katch, Mr. E. A.
Altman, Mr. G. S.	Kilmer, Mr. and Mrs. F.
Anderson, Capt. A.	King, Maj. H. S. R.E.
Andrews, Mr. D. A.	Kirkwood, Mr. J. F.
Aitken, Mr. J. H.	Knight, Mr. J. F.
Bailey, Mr. W. S.	Kuengie, Mrs. and family
Bancroft, Capt. & Mrs.	Lake, Capt. M. M.
Bathurst, Miss	Lambton, Mrs. R. S.
Bell, Mr. and Mrs. O. M. D.	Lewis, Mr. A. R.
Berlinger, Mr. F. J. G.	Levey, Mr. A.
Bisset, Mr. D. C.	Little, Major, W. R.
Black, Mrs.	Little, R. P.
Bonner, Mr. E.	Long, Mr. & Mrs. D. M.
Bonnet, Mr. F.	MacLachlan, Dr. J.
Branch, Mrs. B.	Mallory, Lt. Col.
Brown, Mr. J. W.	Mason, Mr. Chas. F.
Bruce, Adm'l and	McLaghten, Mr. W. F.
Bruce, Capt. and Mrs.	Meek, Capt. and Mrs.
Burnie, Mr. C. M. G.	Mortenson, Mr. J. C.
Cameron, Mr. B.	Morton, Major
Clark, Dr. & Mrs. F.	Mould, R. E. Maj. C. F.
Coles, Mr. H.	O'Neill, Mr. and Mrs.
Colson, Mr. T. S.	Ormsby, Hon. R. D.
Conrad, Mr. W. H.	Orr, Capt. S. G.
Conrad, Miss F.	Parfitt, Mr. W.
Cowie, Mrs. and Miss	Passy, Lt. Col.
Craig, Mr. V. V.	Pauling, Mr. G.
Cross, Misses M. & V.	Pease, Mr. Geo.
Dennoch, Mr. P. C.	Piñeres, Mr. H. H.
Discombe, Mr. G. M.	Pollard, Mr. H. H.
Dorrell, R.A. Major	Prehuah, Dr.
Drew, Mr. and Mrs. C.	Reid, Dr. R. L.
Duff, Mr. W. S.	Rosenthal, Mr. J.
Dumarest, Mr. L.	Scharer, Mr. L. H.
Dyson, Capt. P. S.	Schleiven, Mr. Van
Elderton, Comdr.	Scott, Mr. P. A. W.
Gibson, Mr. and Mrs.	Smith, Mr. D. A.
Kennedy	Stevens, Mr. G. R.
Glover, Mr. C.	Stevens, Mr. H. Goyne
Goddard, Capt.	Stewart, Mr. E. H.
Goddard, Mr. J. R.	Taylor, Mr.
Grant, Mr. John	Wakeman, Mr. G. H.
Harris, Mr. W.	Watts, Mrs.
Haich, Capt. C. W.	Whiting, Mr.
Head, Mr. R. T.	Wild, Lieut. and Mrs.
Hill, Mr. L. J.	Williamson, Mrs. J. E. S.
Howard, Mr. Thos.	
Howkins, Mr. L.	
Hryt, Mr. P. S.	
Johnson, Mr. L. R.	
Jackson, Mrs. J. B. and child	
Joseph, Mr. and Mrs. Williamson, Mrs. J. E. S.	

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Benjamin, Mr. S. S.	Messer, Mr. C. M. F.
Bewley, Capt.	Miller, Mr. and Mrs.
Bonnar, Mr. J. W. C.	Mitchell, Mr. R.
Brown, Colonel F.	Morris, Major & Mrs.
Collard, Col.	Narston, Mrs. G. M.
Comrie, Mr. A. F.	Naval, Mr. Stuart G.
Crookenden, Col.	Oakley, Mr. H. E.
Dann, Mr. G. H.	O'Connell, Miss
Deekel, Mr. J. S.	O'Gorman, Col. The
Forbes, Mr. Andrew	O'Gorman, Madam
Fraser, Colonel A. R.	O'Pennington, Mr. J.
Graham, Mr. D. N.	Perry, Major
Griffin, Major W. W.	Pollock, Mr. H. E.
R. A.	Scott, Capt. Percy, C.B.
Harston, Dr. G. M.	Scott, Mrs. Percy
Hays, Mr. J.	Seaman, Mr. J. F.
Hughes, Col. G. A.	Shelton, Mr. Edward
Layton, Mr. B.	Shepherd, Mr. E. B.
Lee, Mr. J. E.	Sinclair, Mr. G. L.
Mackie, Mr. C. Gordon	Tomlin, Mr. G. L.
Martin, Mr. R.	Wheeler, Col.
McCarthy, Mrs. and Wheeler, Mr. H. B.	
child	

CRAIGIEBURN.

Anderson, Mr. Jas.	Hamilton, Mrs.
Callaghan, Capt.	Pyne, Capt.
Canton, Staff-Surg. H.	Ross, Mr. John A.
Canton, Mrs.	Sharp, Mr. and Mrs.
Clarke, Capt. A. C.	Stricker, Mr. A.
R. N.	Volpelli, Consul
Clarke, Mrs.	Wall, Capt. F.
Crouch, Mr. J. W.	
Hamilton, Lt. Col. H.	

KOWLOON HOTEL.

Franco, Mr. and Mrs.	Nobb, Prof. A. P.
Godchaux, Mr. & Mrs.	Riley, Mr. Joseph
Godchaux, Miss J.	Rondall, Mr. V. P.
Gomes, Dr. and Mrs.	Scott, Mr. C. A.
Gomes, Miss	Shillington, Mr. & Mrs.
James, Mr. C.	Thomson, Mr. M.
Kenned, Mr. R. J.	Wittmuss, Capt.

EXCHANGE.

Hongkong, January 8th.	
ON LONDON, Telegraphic Transfer 2/0 13/6	
Bank Bills, on demand 2/0 13/6	
Credits, 4 months' sight 2/1 17/6	
Dinents, 4 months' sight 2/1 17/6	
ON BERLIN, (Bank Bills, on demand) 2/0 13/6	
Credits, 4 months' sight 2/0 13/6	
ON NEW YORK, Bank Bills, on demand 50¢	
Credits, 30 days' sight 51¢	
ON BOHAI, Telegraphic Transfer 154	
On demand 154	
ON SHANGHAI, Telegraphic Transfer 72	
Private 30 days' sight 72	
ON YOKOHAMA, T.T. 14 1/2	
Sovereigns, Bank's Buying Rate 95 1/2	
Gold Leaf 100 touch, per tael 49 1/2	
Bar Silver 49 1/2	
Dollars 100 touch 49 1/2	
Persian, paper tied 49 1/2	

OPIUM QUOTATIONS.

Hongkong, January 8th.	
New Putna 583½ per chest	
New Benares 895	
New Malwa 810 per picul	
Old Malwa 820/830	
Persian, paper tied 800/820	

VESSELS IN PORT.

Steamers.	
ANPING MARU, Japanese steamer, 1,053, S. Atsumi, 5th Jan.—Amoy and Swatow 4th Jan., General—Mitsui Bussan Kaisha.	
ARIAKE MARU, Japanese steamer, 1,793, T. Tasaku, 6th Jan.—Kutchinotzu 1st Jan., Coal—Mitsui Bussan Kaisha.	
CHINA, German steamer, 1,113, P. Voss, 5th Jan.—Saigon 31st Dec., Rice—Siemens & Co.	
EMPEROR OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 27th Dec.—Yanchoo, (B.C.) 31st Dec., and Shanghai 24th, Mails and General—C. P. R. Co.	
ETRURIA, British steamer, 1,040, M. Crockett, 7th Jan.—Hongkong 5th Jan., Coal—Jardine, Matheson & Co.	
FLINTSHIRE, British steamer, 2,109, J. Dwyer, 4th Jan.—Mojoi 30th Dec., Coal—Mitsui Bussan Kaisha.	
GARONARE, American steamer, 2,519, Farlane, 2nd Jan.—Manila 29th Dec., Ballast—Government.	
GLAUCUS, British steamer, 3,590, J. Barwise, 7th Jan.—Singapore 2nd Jan., General—Butterfield & Swire.	

GOODWIN, British steamer, 2,832, A. Jackson, 28th Dec.—Mojoi 22nd Dec., Coal—Doddwell & Co., Ltd.	
HAICHING, British steamer, 1,267, T. P. Hall, 7th Jan.—Haiphong and Pakhoi 5th Jan., General—Douglas, Laprice & Co.	
HINSANG, British steamer, 1,536, P. M. B. Lake, 28th Dec.—Java 18th Dec., Sugar—Jardine, Matheson & Co.	
HOHAG, French steamer, 532, Merices, 7th Jan.—Pakhoi and Hoihow 6th January, General—A. R. Marty.	
HOLSTEIN, German steamer, 985, M. Ipland, 3rd Jan.—Manila 31st Dec., General—Jensen & Co.	
HONGKONG, French steamer, 862, Pannier, 6th Jan.—Haiphong 4th Jan., General—A. R. Marty.	
HUE, French steamer, 705, G. Godinan, 7th Jan.—Haiphong and Hoihow 6th Jan., General—A. R. Marty.	
JACOB DIEDERICHSEN, German steamer, 623, A. Rieke, 5th Jan.—Haiphong 3rd Jan., and Hoihow 4th, Rice and General—Jensen & Co.	
KAIFONG, British steamer, 1,024, G. W. Pennefather, 7th Jan.—Hoihow 3rd Jan., Sugar and Hemp—Butterfield & Swire.	
LIGHTNING, British steamer, 2,122, J. G. Spence, 2nd Jan.—Calcutta 13th Dec., and Singapore 20th, General—David, Sassoon Sons & Co.	
LOONGSANG, British steamer, 1,092, G. S. Weigall, 4th Jan.—Manila 2nd January, Hematite—Jardine, Matheson & Co.	
LOYAL, German steamer, 1,237, Lorenzen, 4th Jan.—Saigon 1st Jan., Rice—Sander, Janyer & Co.	
MACDUFF, British steamer, 1,882, R. Glegg, 2nd Jan.—Mojoi 25th Dec., Coal—Doddwell & Co., Ltd.	
MAUSANG, British steamer, 1,643, R. Cox, 4th Jan.—Sandakan 29th Dec., Timber—Jardine, Matheson & Co.	
MICHAEL JENSEN, German steamer, 710, J. Jessen, 28th Dec.—Haiphong 25th Dec., and Hoihow 27th, Rice—Jensen & Co.	
MONKSEATON, British steamer, 1,776, Davis, 31st Dec.—Mojoi 25th Dec., Coals—Order.	
NIPPON MARU, Japanese steamer, 3,300, W. W. Greene, 3rd Jan.—San Francisco 6th Dec., and Shanghai 1st Dec., Mails and General—P. & O. S. N. Co.	
NORMANIA, Danish steamer, 1,717, Edw. Eriksen, 6th Jan.—Mororan (Japan) 27th Dec., Coal—Melchers & Co.	
ON SANG, British steamer, 1,275, J. Young, 3rd Jan.—Mojoi 29th Dec., General—Jardine, Matheson & Co.	
PAKING, British steamer, 2,875, E. C. V. Vartall, 25th Dec.—Manila 23rd Dec., Ballast—U. S. Government.	
PAX, Belgian steamer, 1,207, E. Damsier, 2nd Jan.—Manila 30th Dec., General—Malchers & Co.	
PRIVANG, German steamer, 897, Köhler, 28th Dec.—Mojoi 22nd Dec., Coals—Siemens & Co.	
PENARTH, British transport, 1,959, W. H. West, 7th Jan.—Wooching and Amoy 6th Jan., Ballast—British Government.	
PHRA CHOM KLAO, British steamer, 1,011, J. Fowler, 28th Dec.—Bangkok 19th Dec., Rice, &c.—Butterfield & Swire.	
PICCOLA, German steamer, 875, E. Huir, 18th Dec.—Cheloo 13th Dec., General—Meyer & Co.	
SANDU, British steamer, 4,506, Hudson, 28th Dec.—Mojoi 23rd Dec., Coal—Doddwell & Co., Ltd.	
SHANTUNG, German steamer, 1,315, Remel-mendi, 22nd Dec.—Cheloo 16th Dec., General—Sander, Wieler & Co.	
SKARSPEN, Norwegian steamer, 1,130, L. Talleisen, 4th Jan.—Nagasaki 30th Dec., Flour—T. M. Stevens.	
STRATHAIR, British steamer, 2,599, Farsyth, 2nd Jan.—Kutchinotzu 27th Dec., Coal—Mitsui Bussan Kaisha.	
TAT FU, German steamer, 1,065, E. Schipper, 3rd Dec.—Mojoi 24th Dec., Coal—E. A. Trading Co.	
TAIWAN, British steamer, 1,109, Harder, 31st Dec.—Shanghai 28th Dec., General—Butterfield & Swire.	
TAIYUAN, British steamer, 1,495, R. Nelson, 2nd Jan.—Kobe 28th Dec., General—Butterfield & Swire.	
TARTAR, British steamer, 2,768, G. D. Bowles, R.N.R., 28th Oct.—Vancouver, B.C. and Puget Sound 25th Sept., General—D. E. Brown.	
VIENNA, British steamer, 2,653, A. McDougall, 31st Dec.—Otau (Japan) 21st Dec., Coal—H. & H.	
WILHELMINA, Dutch str., 2,791, J. de Vries, 18th Dec.—Manila 13th Dec., Ballast—Order.	

Shipping.	
Centurion, British flagship, 10,500 tons, 14 guns, 8,000 h.p., Capt. J. R. Jellicoe, Woosung.	
Dolphin, sloop, 1,140 tons, 8 guns, 2,000 h.p., Com. C. Vinnington-Ingram, Shanghai.	
Dido, British 2nd-class cruiser, 550 tons, 11 guns, 9,600 h.p., Capt. Tillard, Hongkong.	
Endymion, British cruiser, 7,350 tons, 12 guns, Capt. G. A. Callaghan, at Hongkong.	
Esk, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. F. Blunt, Chir-kian.	
Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., Lieut. Com. C. P. Beatty, Poonah, Hongkong.	
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 h.p., Hongkong.	
Goliath, British battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. L. Wintz, Shanghai.	
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. G. H. H. Holden, Hongkong.	
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Com. J. G. Armstrong, Shanghai.	
Hermione, British cruiser, 4,360 tons, 10 guns, Capt. R. S. D. Camming, Shanghai.	
Humber, storeship, 1,410 tons, 800 h.p., Com. H. Davidson, Hongkong.	
Isis, British cruiser, 3,650 tons, Capt. G. M. Henderson, Amoy.	
Janus, torpedo-boat destroyer, Lt. and Comdr. R. G. Corbett, Hongkong.	
Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Commander W. P. Smythe, Hankow.	
Lizard, British gunboat, 715 tons, Capt. J. C. Watson, Canton.	
Marathon, British cruiser, 1,145 tons, 6 guns, Capt. John G. M. Field, Hongkong.	
Mohawk, British cruiser, 1,770 tons, Capt. F. W. Freeman, Shanghai.	
Orlando, British cruiser, 5,600 tons, 12 guns, Capt. J. H. Burke, C.B., Hongkong.	
Otter, torpedo-boat destroyer, Lieut. and Com. H. O. Wilkin, D.S.O., Hongkong.	
Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 h.p., Lieut. Comdr. G. P. K. Cooke, Hongkong.	
Phoenix, British sloop, 1,015 tons, 6 guns, Comdr. R. G. Fraser, Wei-hai-wei.	
Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut. Comdr. J. F. E. Green, Singapore.	
Pique, twin screw, and class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Shanghai.	
Plaver, 1st class gunboat, 453 tons, 6 guns, 1,000 h.p., Lieut. Comdr. C. V. de M. Cowper, Shanghai.	
Protector, British gunboat, 920 tons, Capt. W. R. Creswell, R.N., C.M.G., Hongkong.	
Redpole, British gunboat, 855 tons, 6 guns, Lieut. Com. C. F. Corbett, Shanghai.	
Robin, British river-gunboat, 4 guns, Lieut. Com. G. Webster, Shanghai.	
Rosario, British sloop, 980 tons, 6 guns, Capt. C. Hamilton, Hongkong.	
Sandpiper, British river-gunboat, 2 guns, Lt. Comdr. Craig, Hongkong.	
Snipe, British gunboat, 85 tons, 2 guns, 140 h.p., Commander Oldham, Shanghai.	
Swift, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Hongkong.	
Taku, torpedo-boat destroyer, 250 tons, Lieut. Com. Philimore, Hongkong.	
Tamar, towing ship, 4,600 tons, Commodore Powell, C.B., Hongkong.	
Terrible, British cruiser, 14,300 tons, 30 guns, 25,000 h.p., Capt. Percy Scott, C.B., Hongkong.	
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 h.p., in Reserve Hongkong.	
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. A. C. Clarke, Hongkong.	
Wallaroo, British cruiser, 2,460 tons, 8 guns, 7,500 h.p., Capt. A. F. C. Noel, Shanghai.	
Waterwitch, surveying ship, 620 tons, Lieut. Comdr. Hay, Hongkong.	
Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 6,000 h.p., Lieut. and Comdr. Mackenzie, Shanghai.	
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Lieut. Comdr. 2 guns, 560 h.p., Lieut. Comdr. Watson, Kluikang.	
Woodcock, British gunboat, 2 guns, 550 h.p., Lieut. Comdr. H. E. Hillman, Shanghai.	
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.	

	British flag ship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, Woosung.
	<i>Albatross</i> , sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W. M. Kingston, Lugrum, Shanghai.
	<i>Albatross</i> , British sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd. C. W.